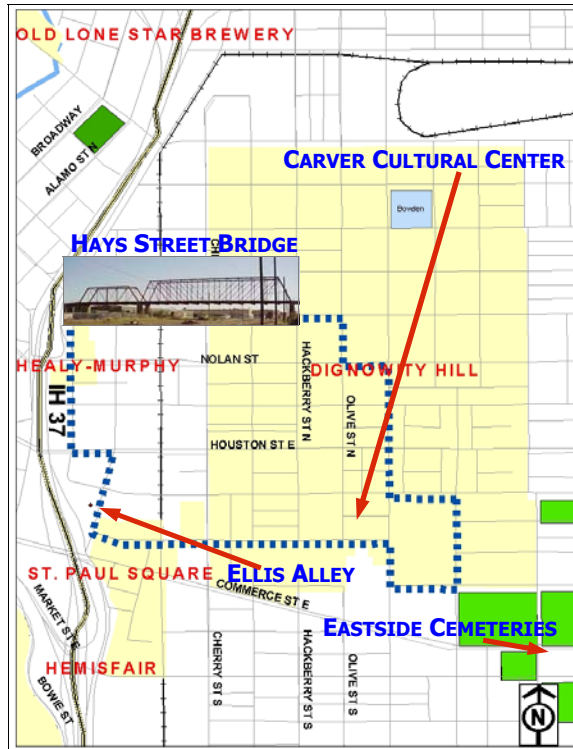


HAYS STREET BRIDGE

Proposed Bicycle Route



If you have any questions...

Related to the project, please contact :

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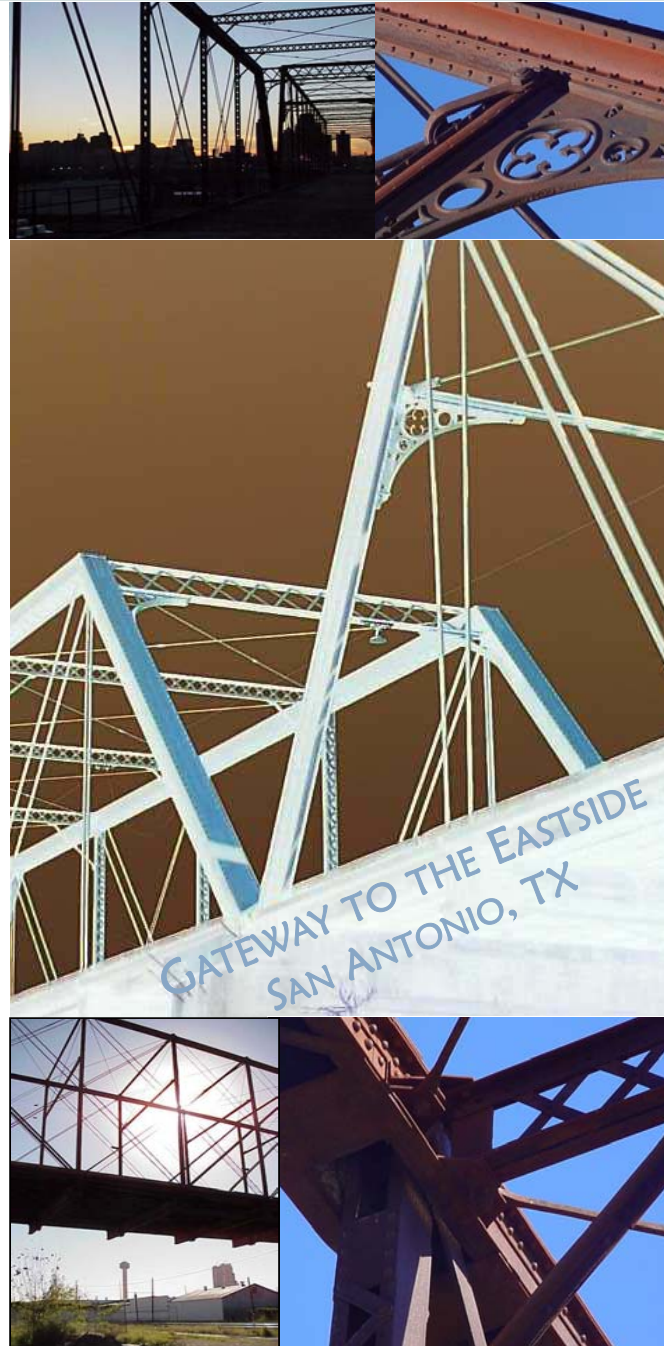
Related to fundraising, please contact:

Marcie Ince, Chairperson

Hays Street Bridge Fund Committee

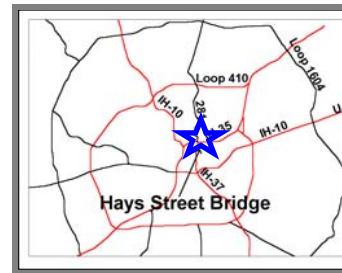
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Bridge History

The existing Hays Street Bridge consists of two spans. One is a long Whipple-Phoenix truss (226'), which is named after the company in



The Hays Street Bridge is located just to the east of IH-37.

1887. When this rail line was upgraded, the spans were relocated to San Antonio in 1910 by the GH & SA Railroad Company as an above-grade automobile viaduct over their rail line. It is one of six remaining bridges in Texas using this Whipple-Phoenix truss.



Southwest elevation of the Whipple-Phoenix truss.

On July 23, 1982 the bridge was permanently barricaded and closed to vehicular traffic because it was deemed structurally unsound. On October 13, 1983, the City Council authorized a Construction and Maintenance Agreement with TxDOT to replace the Hays Street Bridge.

In 1985, the City of San Antonio approached Southern Pacific Railroad Company, which is

now owned by Union Pacific, about acquiring the bridge to replace it with a new one and to possibly relocate the existing bridge. According to correspondence between the City of San Antonio Public Works Department and Southern Pacific, the owner of the bridge had agreed to sell it to the City "for \$1.00 with the stipulation that it be removed in one year with provisions for dismantling, storage, and extensions if necessary."

A lack of funding to reassemble the trusses ultimately led to the demise of negotiations between the City and Southern Pacific.

Rebirth of a Bridge

In January, 2001, \$2.89 million was committed to the bridge in reimbursement funding by the Federal TEA-21 (Transportation Equity Act for the 21st Century) program. The main objective of the project is to rehabilitate the bridge solely for pedestrian and bicycle use and to restore the bridge's function as a "gateway". For more than seven decades, the Hays Street Bridge had provided an important transportation link for automobiles between San Antonio's Eastside and downtown. Therefore, one of the primary objectives for the adaptive reuse of this historic landmark is to reestablish a significant link between the Dignowity Hill neighborhood and downtown, which is separated from the neighborhood by industrial property and Interstate Highway 37.

Development of plans for the rehabilitation of the Hays Street Bridge is currently underway and construction is projected for completion in early 2007.

Project Timeline

- ◆ Final Design Completion Summer 2005
- ◆ Bidding Summer 2005
- ◆ Begin Construction Fall 2005
- ◆ Complete Construction Early 2007

Proposed Heritage Bicycle Route

San Antonio’s Eastside has a wealth of cultural history and landmarks that visually communicate its unique story. The Hays Street Bridge will link these heritage sites together by serving as the focal point of a bicycle route through the Eastside. The route is proposed to link the following sites:

Eastside Cemeteries—31 individual cemeteries owned by fraternal organizations, religious groups, etc. dating from the 1850’s. The cemeteries are listed on the National Register of Historic Places.



The National Cemetery

The Carver Cultural Center—Built in 1929 as the “Colored Library” and has been the cultural center of San Antonio’s African-American community. It is a local landmark and is listed on the National Register.



The Carver Cultural Center (west elevation)

St. Paul Square Historic District—The development of the district was closely tied to the arrival of the railroad in 1877. The name is derived from St. Paul Methodist Church, which was constructed between 1870 and 1880 in the Gothic Revival style and continues to function today as focal point in the area’s African-American community. Steady commercial development continued to occur through the turn-of-the-century.



St. Paul Church

In 1902, the Mission-Revival style Southern Pacific Passenger Depot was constructed, which greatly increased the amount of commercial activity and development. Most of the existing commercial buildings were constructed during this period. St. Paul Square is a local and a National Register Historic District (listed as the Southern Pacific Depot Historic District.)



Southern Pacific Depot (west elevation)

Ellis Alley Enclave—Restoration and adaptive reuse of late 19th-century African-



Ellis Alley Enclave

American neighborhood.

Healy - Murphy Historic District—In 1888 Margaret Healy Murphy, a former Irish immigrant and educator, purchased the property at Live Oak and Nolan Streets for \$2,800 and opened the St. Peter Claver School. The school became the first private school dedicated to educating African-American children in Texas.



Healy-Murphy Historic District

Links to Other Hike/Bike Systems

In addition to providing linkages to some of San Antonio’s most significant cultural and historical sites, the Hays Street Bridge will also link to the proposed San Antonio River hike and bike improvements, as well as to the Salado Creek hike and bike trail. These proposed linkages should integrate these systems and promote a safer environment for bicyclists and pedestrians, alike.

Economic Development

Due to its location near downtown, adjacent to the historic Dignowity Hill neighborhood that is slowly emerging from fifty years of economic decline, the rehabilitation project of the Hays Street Bridge has great potential to serve as a catalyst for economic development.

Fundraising

Funding for the estimated \$3.6 million project consists of \$2.89 from the TEA-21 Enhancement Program and a twenty percent match of City of

San Antonio certificates of obligation and private contributions raised by the Hays Street Bridge Restoration Group. The Restoration Group to raise funds and also provides community oversight for the project.

Land Acquisition

The only land that is currently part of the project scope is the right-of-way under the bridge and a small irregular shaped property adjacent to the western approach. Additional land acquisition could provide the opportunity to develop a small parking area, public park space, or any other facilities that would increase the viability of the project. The vacant property to the north along Cherry Street could not only provide for essential amenities but would also serve as a buffer between the bridge public space and the industrial uses that dominate the area.



Sunset from the Hays Street Bridge deck